

neighborhood

TRAFFIC CONTROL PROGRAM



TOWN OF BLACKSBURG, VIRGINIA

300 S. Main Street

Blacksburg, VA 24062

Planning & Engineering Department

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What is the Neighborhood Traffic Control Program?

The *Neighborhood Traffic Control Program* (NTCP) was created by the Town of Blacksburg to control and manage traffic in neighborhoods by responding to concerns voiced by citizens and community groups. The program encourages residents to become actively involved in the improvement process. The Town and neighborhoods work together to provide a safe environment in which to live.

The Planning and Engineering Department has prepared this workbook for you and your neighbors to use in developing a plan.

The Program aims to address the following issues:

- speeding
- cut-thru traffic
- improper parking
- accidents
- pedestrian safety
- bike safety
- sight distances
- red-light-runners
- To create a safe environment for all residents to live and work in.

How Does the Program Work?

1. The **NTCP** is initiated when a resident or citizen brings a traffic issue to the attention of the Planning Staff.
2. After the issue is cited, the Town may either take immediate action to remedy the concern (such as trimming shrubs that are blocking signage). The concern may be routed to the NTCP for cases such as speeding, etc.
3. The Planning Staff will set up a neighborhood meeting to allow your community to discuss traffic-related concerns, and for Staff to offer advice and preliminary solutions. Participation and awareness amongst neighborhood residents is vital in order to keep a project a priority. Talk to your neighbors and see if they feel the same way you do, and maybe take the initiative to meet somewhere to discuss your concerns on your own.
4. Following the neighborhood meeting, the NTCP Coordinator will conduct thorough studies of the area. After that material and data are gathered, the NTCP Coordinator will discuss the study with the neighborhood, and which at that time, *permissive traffic calming* measures may be explored. The measures include striping down the centerline of a road, increased signage, the Radar Gun Program available to residents. Under the Radar Gun Program, residents are able to use a radar gun available from the Police Department, and monitor traffic in his/her

- neighborhood. The resident writes down the license plate tags of speeding vehicles and turns the information into the Police Department. Chief of Police will then write a letter to the owner of the vehicle informing him or her that they were speeding and to please obey the speed limit.
5. More studies are conducted following placement of permissive calming measures. These results will either reflect that the measures achieved desired goals, or that further action must be taken. A neighborhood meeting will be held to discuss options, opportunities and limitations.
 6. **Restrictive traffic calming** measures may be explored. These would need consent of Town Council, Traffic Committee, or a number of independent bodies. Alternative options can be explored.
 7. The Town will continue to monitor programs after implemented.

Funding: What are the options?

Projects can range from a variety of costs. Installing a sign may cost under \$50, but constructing a traffic island may cost a few thousand dollars. There are a few options neighborhoods have when financing projects.

One option is the **Cost-Share Program**.

The **Cost-Share Program** is setup so neighborhoods can partner with the Town. If a project is done in this manner, the neighborhood pays for the cost of materials while the Town pays the cost of labor. The neighborhood can divide the cost of the project as it sees fit; whether it be divided amongst the entire neighborhood, or one or two interested residents. If your neighborhood has a homeowner's association, they may offer to pay part of the cost as well. Projects can also be subsidized through the **Town Grant Program**.

Each neighborhood is eligible to apply for grant funds twice a year for projects. Funding is allocated on a first-come, first-serve basis. The first deadline for grant applications is May 1st, and the second deadline is December 1st. If a project costs more than is available in grant funds, a project can fall under the cost-share category. The neighborhood is responsible for drafting and submitting a grant proposal, which we will be glad to help with.

Scope of the Project

Larger projects may take more time because the Town wants to insure that every project benefits the neighborhood as well as the entire Town. Thorough studies will have to be conducted in some cases (speed studies, traffic counts, accident report analysis, etc.) in order to achieve traffic calming measures. With your help and support we will be able to accomplish what is best for your neighborhood.

Communication is also an essential tool that will enable the process to move along quickly and smoothly. If you have concerns, please let us know immediately. Neighborhoods share the same goals and same values, so if something is bothering you, talk to your neighbors about it. Chances are they may feel the same way.

Traffic Calming Measure Guide

The following pictures and definitions outline measures some other communities have taken to alleviate traffic congestion. Definitions highlighted in **red** are restrictive traffic control measures. These are all considered restrictive measures due to the fact that each one

Half Road Closure - block traffic in a one-way direction for otherwise two-way pattern.

Diagonal Diverters – placed diagonally across an intersection to prevent through movement.

Median Barriers – islands located along the centerline of a street, blocking through movement along side streets. *Street must meet width standards in order to construct this.

Forced Turn Islands – approaches to intersections that block certain movements.

Raised Intersection – flat, raised areas covering entire intersections. These act similarly to speed humps, and can provide aesthetic value.

Speed Humps – rounded raised areas placed across the road.

Raised Crosswalk – raised speed tables outfitted with crosswalk markings and signage to channel pedestrians.

Traffic Circle – islands placed in the middle of intersections, around which traffic circulates.

Traffic Roundabout – requires traffic to circulate in a counter-clockwise motion. Unlike traffic circles, roundabouts are used to regulate traffic on heavy volume streets/roads.

Chicanes – forms S-shaped curves, alternating from one side of the street to the other.

Neckdowns – reduce roadway width from curb to curb.

Chokers – located on one or both sides of the street that narrow the street.